of the railway had never, it was well-known, been burdened with an over-supply of waggons, and the loss that occurred through these breaches was really never made up, and, in addition, merchants in British India got tired of waiting and purchased their goods elsewhere. The construction of a few more culverts would prevent breaches ; and the expenditure would also serve to avoid the considerable loss of revenue to the State.

DEWAN'S REPLY: Mr. Farr, the longest interruption of traffic at that particular point was caused by the heavy floods recently. The other interruptions have been camparatively slight and of short duration. Every weak point is now being given attention to and a new bridge is being constructed near Shermadevi providing for a larger vent-way, and it is now expected that damage will be averted in the future.

2. With regard to the provision of further culverts, the question will be placed before my Railway Adviser and then before the Agent to the South Indian Railway. And if more culverts will still further obviate interruptions, they will be constructed.

74. Irrigation in the Vilavankod taluk.

MR. R. NARAYANA PILLAI (*Member, Vilavankod taluk*) said that irrigation in the Vilavankod taluk had formed the subject of representation in the Assembly during the last twenty years; an allotment was being made annually for expenditure on minor irrigation works from 1098; but the progress so far achieved would indicate that generations might have to pass before the present difficulties were removed. The late Mr. P. Thanu Pillai had in paragraph 38 of his memorandum on the Kodayar Project, acknowledged the superior claims of Vilavankod to the waters from Pechipara and the deplorable condition of the ryots of that taluk. The annual expenditure in the Vilavankod taluk on minor irrigation works amounted to Rs. 5,500 till 1073 when it was stopped on the ground of the contemplated Right Bank Channel. The tanks were neglected with the result that *kariru* was almost the rule; and the Right Bank Channel had yet to be opened. It was now stated that the water in the reservoir would not prove adequate if the Right Bank Channel were opened, and that the water-cess derived from the lands that could be brought thereby under irrigation in the Vilavankod taluk would not cover the interest on the outlay required for the work. The raising of the Pechipara dam by three feet would solve the first difficulty.

On the second point, *viz.*, restoration of tanks, the Member quoted the observations contained in the Report of the Indian Famine Commissioner who pointed out that the true value of protective irrigation works should be judged not by their financial success considered with reference to the net return to the Government on the capital invested but by the direct protection afforded by them in years of drought, by the saving of human life, by the avoidance of loss of revenue remitted and of the outlay incurred in costly measures of relief. Annually, Travancore imported paddy and rice worth nearly 2·5 crores of rupees and any expenditure to increase the local production of foodstuffs would be justified. In G. O. No. 540/L. R., dated the 13th January 1914, the Chief Engineer had been specifically asked to submit plans and estimates for working up the full lake level by three feet, thereby raising the quantity of water impounded from 3,685 to 4,500 millions of cubic feet. If this work is undertaken, 16,780 acres of wet lands in Vilavankod taluk would be benefited; and the extension of the Pattanamkal from the Left Bank Channel would benefit the western *pakuthies* of the old Eraniel taluk.

The Right Bank Channel was said to have been abandoned on the expert opinion of Mr. H. E. Clark and Major W. H. Ellis. If this is to be taken as final, the investigation of what is known as the Vannampara Scheme should be taken up at once. The matter was brought up at the seventeenth and eighteenth sessions of the Assembly. Investigation by experts should not be further delayed, as the opinion of one Chief Engineer who did not support the scheme was based merely on the report of a subordinate, as the present Chief Engineer is believed to favour the idea and

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as differences of opinion were bound to exist in such matters. If the Vannampara anicut was not feasible, the investigation should include the question of constructing a dam higher up in Chittar No. 1. The investigation should be entrusted only to experts.

Till the schemes suggested above for channel irrigation materialised, an annual grant of Rs. 50,000 should be made for repairs to and improvement of minor irrigation works in the Vilavankod taluk. The modification of the rule that, in case of tanks commanding not more than five acres, the repair should be done at the sole cost of the ryots led to hardship. It would be possible to sell some minor tanks and improve the major tanks so as to cover further areas.

A deputation of the people of Vilavankod met the Chief Engineer at the Kuzhittura T. B. on the 20th Kumbham 1100, and discussed questions regarding channel and tank irrigation in the taluk. The feasibility of constructing a dam at Valiattumukam with a view to irrigate the western *pakuthies* was also considered. He promised to conduct the investigation proposed and recommend enhanced allotments for minor irrigation works in the taluk. A local inspection of Vannampara and Chittar No. 1 was since conducted. As the taluk was occasionally subjected to floods, early steps should be taken to proceed with the enquiries already commenced and to have the schemes investigated by experts.

DEWAN'S REPLY : Mr. Narayana Pillai, in regard to the increased allotment for minor irrigation works, I may draw your attention to the fact that the restoration and improvement of minor irrigation tanks has already been taken up by the Chief Engineer and a special section has been formed by him. You will find that, in 1099, Rs. 7,433 has been spent on such restorations and improvements, and in the following year Rs. 12,337 has been spent, and in the current year's budget there is a provision for the purpose, Rs. 15,000 for incomplete works, and Rs. 13,000 for new works. So, you will see that, so far from neglecting this duty, the Government are carrying it on more vigorously.

2. Then you turn to the question of channel irrigation in the Vilavankod taluk from the Kodayar. This is a matter which requires very careful investigation and, I daresay, will be taken up when it is found that Kodayar is able to supply water to Vilavankod. As you know, the Right Bank Channel was abandoned some time ago as it was found that it was not worth constructing.

75. Agricultural needs of the Trivandrum taluk.

MR. GOVINDAN PADMANABHAN (*Member, Trivandrum taluk, Group II*) prefaced his representations with the observation that every right has a corresponding duty and every duty a corresponding right. The Government had a right to claim as tax a portion of the produce from land, but theirs was the duty to provide the landowners with the necessary conveniences for cultivation. While the duty of the ryot to pay taxes was willingly performed, the Government failed to discharge their duty of providing irrigational and other aids.

The tanks and channels in the northern *pakuthies* of the Trivandrum taluk were neglected, had become useless or had been encroached upon. The ryots were obliged to depend entirely on the rains, and failure of crops was not rare. At the eighteenth session of the Assembly, the Dewan promised to consider the matter sympathetically, but nothing had yet materialised. The taluk irrigation committee and the local P. W. D. officers had been interviewed by the ryots and the necessity for each work explained. The following were the more important works that should be undertaken without delay :—

(i) The construction of a dam across the Amayar, a furlong to the south of the Ullur bridge, would serve to irrigate 350 acres of land. Investigation and survey had been completed. The work should be treated as an urgent major work and executed this year.

(ii) Another anicut near the Kelamangalam temple and a few *muttoos* or cross-bars between Kannanmula and Maruthur bridge were necessary.

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